

Round XIV Transportation Enhancement Fund Applications - MAG  
 Note: Projects Are Listed in the Order Received by MAG Staff

June 13, 2006

APPLICANT	TYPE	LOCAL MATCH (%)	FED. AMT. (LOCAL PROJ.)	FED. AMT. (STATE PROJ.)	TOTAL PROJ. AMT.	DESCRIPTION	COMMENTS
Glendale	Local	\$1,188,495 (70.4 %)		\$500,000	\$1,688,495	<b>Grand Avenue Pedestrian/Bicycle Bridge Project</b> - This project involves removing approximately 3,000 linear feet of existing 4' wide sidewalk and installing a multi-use path (10' to 14' wide). Includes pedestrian and bicyclist amenities, landscaping, shade trees and crosswalk improvements on the north side of Glendale Avenue from North 59 <sup>th</sup> Avenue to North 63 <sup>rd</sup> Avenue. Improves linkages between the new Grand Avenue Underpass, local businesses, residential areas, and the Glendale High School to the north of W. Glendale Ave.	<ul style="list-style-type: none"> <li>No Comments</li> </ul>
Wickenburg/ ADOT	State	\$51,724 (5.7 %)		\$855,708	\$907,432	<b>US 60 Multi-Use Path</b> Involves the construction of a 10' wide, multi-use path within the right-of-way of US 60 within the Town of Wickenburg, from the Vulture Mine Road crossing to Los Altos Drive, a distance of 1.4 miles. Phase II of the original master plan for pedestrian access from the Town Core to Sunset Park. Includes landscaping (seeding) and signage.	<ul style="list-style-type: none"> <li>It was recommended that the Town revise the existing map in the application in order to display important destination features, and to show the connectivity associated with the project.</li> <li>There were several comments regarding the existing bike lane on US 60. It was suggested that the Town change the wording in the present application to show the existing bike lane as a positive feature of the overall corridor, opposed to disregarding it as a negative feature.</li> </ul>

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Wickenburg/ ADOT	State	16,730 (5.7 %)		\$276,786	\$293,516	<b>Downtown Street Scape Project (US60 &amp; US93)</b> - Conversion of the 1962 US 60/US 93 bridge across the Hassayampa River into a pedestrian walkway, and the restoration of the 1946 railroad underpass on US 60. Includes landscaping and site furnishings.	<ul style="list-style-type: none"> <li>• On Page 8 of the current application, It was recommended that the Town provide further clarification on the 1962 bridge project. It should be stressed that the structure will not be demolished, and remain intact. Also, further clarification should be provided with regard to the historic designation of the structures, and any ongoing consultation with SHPO regarding their historic designation.</li> <li>• In the application, under the <i>Other Construction Items</i> section of the Estimated Project Costs spreadsheet, there is an item to restore the Railroad underpass in the amount of \$50,000. It was suggested that this total amount should be further itemized to provide additional information.</li> <li>• In the application, under the <i>Other Construction Items</i> section of the Estimated Project Costs spreadsheet, there is an item in the amount of \$25,000 for public restrooms. Please be advised that Public Restrooms are not permissible under the Transportation Enhancement Program. This item will need to be paid with local funds, and will need to be removed from the federal funds category.</li> </ul>

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Scottsdale	Local	\$1,107,820 (68.9 %)	\$500,000		\$1,607,820	<b>Arizona Canal Multiuse Path: 64<sup>th</sup> Street to Goldwater Boulevard</b> - Involves the construction of a 10' to 12' Multiuse path along the south bank of the Arizona Canal from 64 <sup>th</sup> Street to Goldwater Boulevard, a distance of 0.9 miles. Will include landscaping, site furnishings and locally funded artist involvement. The path is in the middle of Scottsdale's Downtown, and would connect two existing TE-funded projects. It provides a critical link in the regional loop system of pathways and trails connecting Phoenix, Scottsdale and Tempe.	<ul style="list-style-type: none"> <li>No Comments</li> </ul>
Scottsdale	Local	\$1,218,460 (70.9 %)	\$500,000		\$1,718,460	<b>Arizona Canal Multiuse Path: Chaparral Road to McDonald Drive</b> - Construction of a 10' to 12' Multiuse path along the south bank of the Arizona Canal from Chaparral Road to McDonald Drive, a distance of one mile. Will include landscaping, site furnishings, locally funded artist elements and connections to local neighborhoods at Vista Drive and Miller Rd./Jackrabbit Rd. It provides a critical link in the region's path system.	<ul style="list-style-type: none"> <li>It was recommended that the City provide another map in the application, which displays the regional multi-use canal loop system.</li> </ul>

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Avondale	Local	\$399 (5.7 %)	\$6,601		\$7,000	<b>City of Avondale Pedestrian Safety Education Program</b> - Will allow the city to procure materials and equipment to implement a pedestrian safety education program.	<ul style="list-style-type: none"> <li>It was recommended that the City increase the amount of the application from \$7,000 to a higher amount, in an effort to allow for the purchasing of an additional signal (or more), and materials to expand the safety program.</li> <li>When reviewing the application, it was suggested that the City incorporate the total number of events where safety materials would be provided. By showing the number of people that can be reached with safety program information at various municipal events throughout the year, there may be a better chance of the request being funded.</li> </ul>
Mesa/ASU	Local	\$447,475 (53.1 %)	\$395,000		\$842,475	<b>Twining Pedestrian and Bicycle Mall, ASU Polytechnic Campus</b> - This project is a 495' long, 250' wide roadway that will offer shade structures, seating areas, drinking fountains, bike racks, lighting, handicap access, and safe travel for pedestrians and bicyclists. The project will connect parking lots, housing units, classroom buildings, offices and common areas. Future pathways will branch off this main mall providing access to the farther reaches of campus and to other facilities and entities sharing this site, such as the Williams Gateway Airport, Chandler Gilbert Community College and the House of Refuge East.	<ul style="list-style-type: none"> <li>It was recommended that a new letter of support should be obtained from the City of Mesa's incoming District 6 Council member.</li> <li>It was suggested that a map should be included within the application that more accurately depicts the project request area.</li> </ul>

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Glendale	Local	\$178,268 (26.3 %)	\$500,000		\$678,268	<b>Grand Canal Pedestrian Pathway Between Loop 101 and N. 107<sup>th</sup> Avenue</b> - The Grand Avenue Canal is a 10' wide, 1.3 mile long Multiuse path to be built along the existing canal maintenance roads on the W. Bethany Home Rd. alignment, between Loop 101 and North 107 <sup>th</sup> Avenue. Includes pedestrian and bicycle amenities, lighting and landscaping. This project is the link in Western Glendale's trail system.	<ul style="list-style-type: none"> <li>No Comments</li> </ul>
Cave Creek	Local	\$209,927 (29.6 %)	\$500,000		\$709,927	<b>Cave Creek Town Core Non-Motorized Transportation System Accessible to Persons with Disabilities</b> - Involves the installation of a 6' wide, 0.75 mile long multi-use path system at the south side of Cave Creek Rd., between Hidden Valley Dr. and Viola Lane. The path will be constructed of integral color, exposed aggregate concrete and will be ADA accessible. Includes landscaping, retention areas and signage. Project will use vertical curbing, benches and planters to serve as a buffer between pedestrians and vehicular traffic.	<ul style="list-style-type: none"> <li>It was recommended that the Town include color copies of photos and maps in the application copies that will be going to ADOT for review by the state Transportation Enhancement Review Committee.</li> <li>It was recommended that the Town should include a "cross section" graphic in the application.</li> <li>It was suggested that the application mention the Maricopa County Flood Control District study to address drainage.</li> <li>Suggest that the title of the application be changed from Cave Creek Town Core Non-Motorized Transportation System Accessible to Persons with Disabilities, to the Cave Creek Town Core Non-Motorized Transportation System.</li> <li>Advise that the Town eliminate all narrative and map references to "The Walk" throughout the application.</li> </ul>

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Phoenix	Local	\$120,940 (19.7 %)	\$491,151		\$612,091	<b>South Mountain Community College Pedestrian Crossing</b> - This project will provide a 40-foot long by 10' wide pedestrian bridge over the Western Canal linking the South Mountain Community College, the Legacy Village Shopping Center, and the Arizona Agribusiness Equine Science Center. Located near the intersection of 24 <sup>th</sup> street and Baseline Rd. Also includes a crosswalk, landscaping, and ADA ramp.	<ul style="list-style-type: none"> <li>No comments.</li> </ul>
Gilbert	Local	\$90,000 (15.3 %)	\$500,000		\$590,000	<b>Gilbert Heritage District Downtown Pedestrian Project</b> - Will improve pedestrian access in Gilbert's downtown Heritage District by installing a total of 1.25 miles of 6' wide, ADA-compliant concrete sidewalks and shade trees north of Elliot Road, between Gilbert Road and North Oak Street. Provides linkages between downtown destinations, including a park-and-ride lot, the Gilbert Senior Center and the Boys and Girls Club. Existing sidewalks are inadequate, and the project will enhance safety and connectivity. Also includes benches, bike racks, trash receptacles and signage.	<ul style="list-style-type: none"> <li>Recommended that the Town provide clarification on the ability to provide landscaping in the existing right-of-way.</li> <li>Update errors on the last page of the application's Cost Estimate.</li> <li>Recommend that a table be provided that itemizes the total 1.25 miles in sidewalks down into specific segments in the Project Area. Recommend that the Town provide detailed Information on the lengths of individual segments, and the total costs by segment. All segments should add to \$145,800, as specified in the Cost Estimate.</li> </ul>

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Surprise	Local	\$775,000 (60.8 %)	\$500,000		\$1,275,000	<b>Replacement of Asphalt Sidewalks: 141<sup>st</sup> Avenue to SR 303</b> - This project involves the construction of approximately 5 miles of concrete sidewalk along Bell Road. The sidewalks will be 6' wide, and are located between State Route 303 and 141 <sup>st</sup> Avenue, on the north and south sides of Bell Road. The existing sidewalks are in poor condition and pose a safety hazard. The city will improve pedestrian usage and connectivity by replacing the old asphalt sidewalks with concrete. The project will also include ADA compliant ramps.	<ul style="list-style-type: none"> <li>• No Comments</li> </ul>

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Avondale	Local	\$988,950 (66.4 %)	\$500,000		\$1,488,950	<p><b>Agua Fria River Connector Trail - Phase II</b> - Involves the construction of a 1.75 mile, 12' wide multi-use path that will connect Coldwater and Friendship parks. It provides a connection from Old Town Avondale to the Agua Fria River and many area business centers. The project incorporates Public Art at trail access points, and includes landscaping, a handrail, irrigation and pedestrian lighting.</p>	<ul style="list-style-type: none"> <li>• It is recommended that clarification be provided throughout the narrative of the application. As the application is now, the project appears to be more of a recreation project connecting two parks, opposed to a transportation project with a surface transportation component. It is suggested that the City demonstrates connectivity between businesses, schools, neighborhoods, and the other areas of the community.</li> <li>• It is suggested that the City obtain additional letters of support for the project from members of the business community, in an effort to show connectivity of the trail to commercial areas.</li> <li>• Need to correct the differences between the cost estimates on Page One of the application, and the last page of the Cost Estimates Spread Sheet at the back of the application.</li> <li>• Current photos within the application display existing obstacles of how to get underneath the bridges. It is suggested that the City use other methods, exhibits, or photos to eliminate this as an area of potential concern.</li> </ul>

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Queen Creek	Local	\$17,106 (5.7%)	\$282,994		\$300,100	<b>Queen Creek Wash Multi-Use Trail</b> - Involves the construction a 10' wide, one mile section of the Queen Creek Multi-Use Trail, between Hawes Road and Ellsworth Road. This section will be constructed along the bank of the Queen Creek Wash, and ties into an existing path; several locations containing bicycle lanes; Desert Mountain Park; and the municipal center at Ellsworth Road. Includes concrete construction and signage.	<ul style="list-style-type: none"> <li>It is recommended that the Town obtain several additional letters of support for the application.</li> <li>The Town may increase their request for Federal funds on the project to an amount not to exceed \$500,000, provided that a minimum 5.7 percent local match is provided.</li> </ul>
Litchfield Park	Local	\$1,236,000 (71.2 %)	\$500,000		\$1,736,000	<b>The Litchfield Road and Wigwam Boulevard Pedestrian Underpass and Public Art Project</b> - Involves the construction of a pedestrian underpass across Litchfield Road (north of Wigwam Blvd.), which involves a 30' by 120' bridge over the underground pathway. It also includes the completion of a 12' wide pathway link, curbing, design, and construction of gateway features, ramps, a retaining wall, ramp landings, concrete stairs, railings, lighting, drainage and traffic control features. Public art will be integrated throughout the project. It completes a critical connective link to an extensive pathway system in the city, and provides children with a safer alternative to school.	<ul style="list-style-type: none"> <li>It was recommended that the application provide clarification between the project being a bridge or an underpass, and that the project should specifically be referred to as a pedestrian underpass throughout the application.</li> <li>It was suggested that the City include a color map that shows the immediate region, and the proximity of schools, subdivisions and neighborhoods as mentioned in the application. Good to show connectivity.</li> <li>It was recommended that the City add text to the photos in the application, which is helpful to identify specific road and intersection views.</li> <li>It was suggested that the City revise their Estimated Project Costs to include design costs.</li> </ul>

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Litchfield Park	Local	\$42,000 (33.1 %)	\$85,000		\$127,000	<b>Landscape Enhancements for Two segments of the Litchfield Park Trails System</b> - This project will consist of enhancements to beautify two areas of the existing trail system that stand out as being notably barren. To be located at along the Old Litchfield Road alignment, between Desert Avenue and La Loma Drive. Improvements will include trees, shrubs, and cactus. Decomposed granite, a drip irrigation system, 10 benches, and 10 trash receptacles will also be installed.	<ul style="list-style-type: none"> <li>It was recommended by the Working Group that the should City add amenities to the landscaping application, such as benches and pedestrian amenities, in an effort to make it pedestrian friendly and give the application a better chance of obtaining funding.</li> </ul>
<b>TOTAL</b>			\$6,395,467	\$1,691,065			